

2021 Regional Legislative Agenda for the 757

Coastal Resiliency



Resilience Considerations for SMART SCALE Funding

- SMART SCALE is the Commonwealth of Virginia's method for prioritizing transportation projects for state funding.
- Under the current SMART SCALE system, a project without resiliency features would score higher due to a lower cost.
- A project's approach to address resiliency issues should be considered in the SMART SCALE scoring system.

Amend Virginia's residential property disclosure requirements to provide disclosure about a property's vulnerability to flooding or any history of flood damage or flood insurance claims

- There is currently no requirement for disclosure regarding a property's past flooding history, which results in buyers not becoming aware of these issues until they are required to purchase flood insurance policies as part of their mortgage agreements.

Create the Virginia Commonwealth Flooding Board (CFB)

- CFB would direct and prioritize state and federal flooding for flood mitigation, ensure collaboration and alignment among State agencies, and coordinate planning and adaptation efforts.
- Similar to the Commonwealth Transportation Board, the CFB would meet on a regular basis to address statewide flooding issues.

Elizabeth River Crossings (ERC) Toll Agreement



- Support efforts to mitigate the significant impacts the Downtown and Midtown Tunnel Tolls have on Hampton Roads' residents and businesses.
- Work with the HRTPO's ERC Task Force to identify potential strategies and support steps to permanently reduce tolls and the escalation of toll rates.

Coastal Resiliency Continued Inside

I-64 Gap Between Hampton Roads & Richmond

- Secure State/Federal funding to finish the I-64 Gap between Hampton Roads and Richmond.
 - Hampton Roads has completed three phases of I-64 improvements on the Peninsula to west of Williamsburg using predominantly local/regional tax monies through the Hampton Roads Transportation Accountability Commission (HRTAC).
 - The Commonwealth has completed improvements between I-295 near Richmond to the Bottoms Bridge Road interchange.
 - Completing the 29-mile gap in improvements would ensure a reliable transportation connection between Hampton Roads, Richmond and the I-95 corridor to support our military, the Port of Virginia and the Commonwealth's tourism economy.
 - Approximately 20 of these miles are located outside of the Hampton Roads region.



Water Quality

The Virginia Department of Environmental Quality should evaluate options and propose priority ranking criteria that include nitrogen reductions for the Stormwater Local Assistance Fund (SLAF).

- The Commonwealth should align funding priorities to achieve maximum pollutant reductions to improve water quality.
- For the Chesapeake Bay TMDL, the Commonwealth is over-achieving phosphorus reduction goals and underachieving nitrogen reduction goals.
- SLAF dollars are currently prioritized based on which best management practices (BMPs) are expected to provide the greatest water quality benefit in terms of phosphorus, not nitrogen or any other pollutant.
- Some BMPs reduce nitrogen better than phosphorus and vice versa.
- SLAF funding criteria should reflect all pollutants that need to be addressed for the successful achievement of the Bay TMDL in Virginia.



Coastal Resiliency *(continued)*

State and Federal Assistance to Update Precipitation Predictions

- Stormwater infrastructure that collects and diverts rainwater away from roads and buildings is sized based on historical rainfall events.
- The Atlas 14 report, prepared by the National Weather Service, has not been updated for the Hampton Roads region since 2006.
- Rainfall trends are changing. For example, based on studies, the City of Virginia Beach has adopted a local standard based on Atlas 14 plus a 20% increase.

Recommended Approach to Precipitation Predictions

Local – All Hampton Roads localities should consider adopting the Virginia Beach design criteria of Atlas 14 plus 20 percent.

State – Virginia should invest in the research to analyze recent rainfall patterns across the entire state to determine future rainfall predictions.

Federal – Congress should fund the National Weather Service to update its methodology for analyzing rainfall.

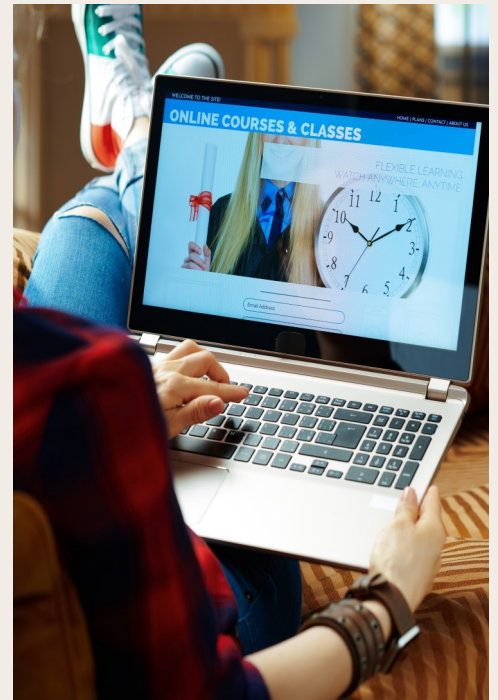
Broadband

Support funding programs and policies that advance regional efforts to develop interconnected and modern fiber networks.

- The Hampton Roads region is planning a fiber network that will connect to the subsea cables that have come ashore in Virginia Beach and spread this ultrafast broadband throughout the 757.
- The first phase of this effort is a Southside fiber ring, which will be expanded to a second interconnected ring on the Peninsula.
- State/Federal funding to construct this fiber ring will assist in the timely delivery of this transformational project.

Off Shore Wind

- Continue to support State efforts to promote the offshore wind industry and make the Hampton Roads region a hub for supply chain jobs to support this emerging industry.
- Hampton Roads' geographic location, harbor and specialized workforce position the 757 to be the hub to support wind turbines planned for construction along the east coast.



Economic Development/Site Readiness



Support funding programs and policies that assist local governments with preparing shovel ready sites for economic development and job creation.

Housing

Support legislation that continues to appropriate funding of the Virginia Housing Trust Fund for housing programs and projects.



Urban Areas Security Initiative (UASI)

Sustain UASI funding levels for the Hampton Roads region.



K-12 Public Education

Support the continuation of efforts to provide increased state funding for K-12 public education.



Improved Passenger Rail Service

- Support efforts and projects that promote higher-speed passenger rail service between Hampton Roads, Richmond and the Northeast Corridor.
- Improved passenger rail service will decrease traffic on I-64 and benefit the military and Port of Virginia.
- Request assistance from the Commonwealth and newly formed Passenger Rail Authority to provide enhanced service between Hampton Roads and Richmond.

